



NIPPON MARU PAID LONG STAY FOR MANY RUSSIANS

A FLYING VISIT

It's touch and go with the trim little white yacht, Nippon Maru, now in the Tokyo Kisen Kaisha intermediate service, which came to a berth at Alahe wharf at nine o'clock and was dispatched for San Francisco at noon.

From Hongkong by the way of Japan ports, the Nippon Maru met with fine weather.

A squad of local Stanford boys produced a rousing reception for a delegation of ball players from the California college, when the Nippon Maru steamed into the harbor. The team is returning from a triumphant tour of the far east and will lay over at Honolulu, catching the Pacific Mail liner Persia, leaving here on July 22.

Captain Stevens and his staff of officers endeavored to make the voyage an extremely pleasant one for 63 cabin, 11 second class and 167 Asiatic steamer passengers. Those leaving the vessel at Honolulu included 14 cabin and 110 Asiatics, the latter including 82 Japanese, 2 Chinese and 23 Filipinos.

Some fast work was accomplished in getting out 204 tons of oriental cargo brought by the Nippon Maru. The through cargo amounts to 2057 tons and in this there is \$500,000 worth of raw silk. The local freight ranges from peanuts to curios and hundreds of chests of tea to sacks of beans.

Coaling Station for Port Loma.
SAN DIEGO. — Fred Williams, civil engineer of the United States Government, stationed at San Francisco, announced here that construction work will begin at once on a new coaling station to be established on Point Loma, adjacent to the quarantine and within one-half mile of Fort Rosecrans. The cost will not exceed \$60,000.

Engineer Williams, who has been detailed here on special duty, says the establishment of the new coaling station is made necessary because the capacity of the station at San Francisco, which is 125,000 tons, has been reached.

The government will store from 20,000 to 50,000 tons of coal at the station here. At the present time the coal is stored at a Santa Fe Railroad wharf, which has only a small capacity. The coal is used for navy war ships.

Dix Still Here.
The United States army transport Dix is at the port to remain until tomorrow, the consignment of five hundred or more head of horses and mules destined to the Philippines having the time of their lives at the government corral, where they are given a rest prior to again boarding the troopship for the remainder of the voyage.

Captain George H. Pierce is renewing a host of acquaintances made at the port during his many years in the army transport service. He is now rated as a civilian master. The change follows an order abolishing the system of assigning commissioned officers to commands on transports and practically relieves all these vessels of military control while at sea. Captain Pierce is under orders from the army headquartersmaster's office, but as navigating officer he is in full control of his ship.

Kilauea off the Hilo Run.
The Inter-Island steamer Kilauea returned from Hilo and the way ports this morning, the vessel bringing a large list of cabin and deck passengers and a scattering array of cargo including sundries, empties and native wood. The vessel is reported to have met with moderate trades and seas. Purser Phillips reports the steamer Kaula and Kaulaui at Papeete and the Waiete at Kukuhiwa, the latter vessel to load cattle for Honolulu.

Hawaii Sugar Report.
Purser Phillips of the Inter-Island steamer Kilauea brought report of the following sugar awaiting shipment on Hawaii: Olae, 26,500; Waialea, 11,000; Hawaii MHI, 8000; Hilo Sugar Co., 13,800; Onomea, 20,346; Pepeekeo, 17,211; Honouliuli, 16,000; Hakalanu, 12,700; Laupahoehoe, 11,350; Kajiwi, 3,350; Kukaiaui, 2,000; Hamakua MHI, 8968; Paauhau, 8,000; Honokaa, 8,000; Kukuhiwa, 5,000; Punahele, 13,895; Honouliuli, 6,056 sacks.

Anyo Maru to South America.
The big new Anyo Maru of the Central and South American line, the latest addition to the Tokyo Kisen Kaisha fleet, is reported to have sailed from Hilo for the west coast of Central America on Sunday noon. The Anyo Maru was discharged of eight hundred tons of oriental cargo, for the most part made up of Japanese provisions and merchandise.

Transport Lian Reloated.
With the arrival of the Japanese liner Nippon Maru from the Orient today local army people were advised that the transport Lian had again been raised from the bottom of the Whangpoo river at Shanghai.

WILHELMINA AT HILO

The Matson Navigation liner Wilhelmina will spend five days in the discharge of mainland cargo and the loading of a large quantity of sugar at Hilo, according to announcement made this morning with the arrival of that vessel from the coast.

Favored by winds and seas, the Wilhelmina was an early arrival at the wharf, her 88 cabin and 23 steerage passengers leaving the ship by 8 o'clock.

Captain Peter Johnson depose and says that this time he is really making a farewell appearance as master of the Wilhelmina. He is accompanied by Mrs. Johnson and three children, who will visit the volcano before returning to the coast.

Of 3316 tons of general cargo brought here, 1387 tons will be left at Hilo. The Wilhelmina is to be dispatched for the Hawaii port tomorrow evening and due to return to Honolulu Tuesday morning. Six thousand tons of sugar are to be placed aboard the liner while at Hilo.

An elaborate series of social events were planned and carried to a successful conclusion, the round of gaiety closing with a delightful dinner and dance given last evening.

Purser Harry B. Meyer and Chief Steward George Paston were instrumental in making the voyage a pleasant one for many passengers.

The vessel brought 51 sacks of later mail and considerable amount of express matter. Included in the cargo was an extra large consignment of tin plate intended for local canning factories.

A delegation of Masons visited the steamer at quarantine to bid aloha to J. Filmer, J. T. Baker and H. G. Ilderton, who represent the grand lodge of F. & A. M. of California.

Mrs. George Paston, wife of the chief steward, is also a round trip passenger, who will for the first time view the wonders of the volcano. Hilo freight includes 13,999 sacks of fertilizer, 13,000 sacks of cement, one ten-ton engine and a surf boat.

The liner is scheduled to depart for the coast at ten o'clock on the morning of July 16.

The Last of a Famous Rover

After forty-four years of hard work as a rover of the seven seas, the famous old vessel, Glory of the Seas, has been turned into a cold storage plant, and will sail soon for Southeast Alaska, there to put in the fishing season as cold storage ship. She is one of the finest examples of the old wooden ships, and in spite of her many years' service, she is still in good condition and has been acquired by the Glacier Fisheries Company, which will be towed to Todd's point, Idaho inlet, icy straits district, Alaska, where salmon will be taken. Hereafter a large part of the fish taken from waters of southeastern Alaska have been marketed in various forms, but there is a growing demand for fresh fish, particularly salmon and halibut, which is the reason for converting the famous old rover.

For the last two seasons she has been employed as a floating cannery, but prices for canned salmon are on the decline, so her present owners decided on using the vessel as a cold storage ship.

The equipment is interesting, when one harks back to what her first equipment was. She has two compressors, each having a capacity to manufacture twelve tons of ice per day as well as freezing 60,000 pounds of fish at the same time and keeping her cold rooms down to from 14 to 17 degrees above zero. Two seventy-five horsepower engines drive the compressors.

The power plant also includes a lighting set to illuminate the vessel and supply current for her wireless apparatus. She will be able to store 3,000,000 pounds of fish. Another feature of the equipment is a complete machine shop for repairing any damage.

Mauna Loa Back from Kona Ports.
The Inter-Island steamer Mauna Loa returned from Kona and Kauai ports this morning, the vessel having been placed in this run pending the change of route assigned to the Kilauea. A large assortment of Big Island products was included in the list of freight. Shipments of 2195 sacks sugar, 44 sacks coffee, 7 sacks awa, 4 sacks ginger, 85 bunches bananas, 5 bales hides, 12 crates ducks, 33 crates chickens, 20 pigs, 2 horses and 200 packages sundries arrived.

Purser Sheldon reports light rain squalls along the Kona and Kauai coast. Moderate wind and seas were met in crossing the channels.

According to report brought by Purser Sheldon in the Mauna Loa this morning the following sugar is awaiting shipment: Punahele 12,895; Honouliuli 6056; Paauhau 700; Kukaiaui 1000; Paauhau 9600; Honokaa 8000; Kukuhiwa 5000.

WILL MIGRATE

At least one thousand Russians are in a party that was expected to depart from Vladivostok, in northern Siberia, for British Columbia, with the last of June, according to a report which reached officers in the T. K. K. Nippon Maru when that vessel called at Yokohama en route to Honolulu and San Francisco.

The Russian Volunteer fleet, a number of vessels under charter by the Imperial Russian government, has been given a contract to operate one or more vessels in a special service to Vancouver, the purpose being to transport thousands of Russian settlers to the broad acres now available for settlement in western Canada.

It was stated in Yokohama that between a thousand and fifteen hundred peasants were expected to be given transportation by each boat. There are said to be about 150 farmers among the first consignment who intend to take up land in British Columbia. A few months ago agents for the colonization company which is attracting the Russians here purchased extensive tracts of land in the north with a view to founding similar colonies to that of brilliant in the Kootenays and of the Doukbor settlements on the prairies. The first steamer load is due at Vancouver in a month.

Hilo Shipping.
Shipping at the port of Hilo at the time the Kilauea sailed for Honolulu was represented by the American-Hawaiian freighter Alaskan which arrived there on Monday to take on the last of a large consignment of sugar destined for Salina Cruz. The Alaskan is predicted will sail for the Isthmus with eleven thousand tons of the product. The Japanese liner Anyo Maru got away for Central American coast on Sunday noon. The schooner Camau is expected to get away for the coast today, the vessel having been discharged of a shipment of lumber. The schooner Melrose was moored at the railway wharf where the last of her lumber was being discharged.

PASSENGERS BOOKED
Per O. S. S. Sonoma, for San Francisco, July 11.—M. B. Clark, Mrs. Clark, Leon Honigsberger, Mrs. L. Honigsberger, Miss Irma B. Starkey, E. B. Davis, Mrs. Davis, Miss R. N. Porter, Geo. F. Weismann, Mrs. Weismann, Miss Margaret Bailey, C. G. Bartlett, Master Belden Bartlett, Miss Beatrice Bartlett, Miss M. A. Doyle, Rudolph Heydenreich, Mrs. Heydenreich, Mrs. E. Belden, Miss A. Meyer, Miss Olive C. Boyle, Miss M. J. Coarsen, Miss Sadie Carl, J. W. Canario, D. Carter, Mrs. D. Carter, Miss Mildred Dow, Mrs. H. M. Dow, E. M. Deyo, Mrs. E. M. Deyo, Albert Deyo, Miss Norah Daroux, Miss Nellie Daroux, Francis Franks, Miss S. F. Floyd, Miss L. Filmer, J. Filmer, Mrs. J. Filmer, Miss Bessie Gee, Miss Lillian Gee, Miss B. Gallagher, C. G. Heiser, Mrs. M. T. Harub, Miss I. M. Harub, Miss Ethel Haghighorst, Miss Jennie Hopwood, C. W. Norton, S. H. Adams, Mrs. J. Johnson, Master R. Johnson, Miss Anna Hopwood, Mrs. Frank Hough, Mrs. M. Howe, J. F. Hackfeld, M. H. Hawkins, H. G. Ilderton, Miss Edith G. Ives, Myford Irvine, James Irvine, James Irvine, Jr., E. J. Higgins, Mrs. Higgins, Master Ronald Higgins, S. A. Walker, V. Spencer, A. Carlson, Mrs. A. S. Otremba, Miss H. Otremba, Miss Frances Otremba, Miss M. Iverson, E. L. Brown, Mrs. Brown, Miss Ester Brown.

PASSENGERS ARRIVED
Per M. N. S. S. Wilhelmina, from San Francisco, July 8.—H. A. K. Austin, Miss A. Andrews, Miss Winifred H. Alken, T. J. Baker, Mrs. T. J. Baker, Glen Beverly, Mrs. Glen Beverly, Mrs. J. G. Bladen, Mrs. R. E. Belden, Jos. Barker, Miss Olive C. Boyle, Miss M. J. Coarsen, Miss Sadie Carl, J. W. Canario, D. Carter, Mrs. D. Carter, Miss Mildred Dow, Mrs. H. M. Dow, E. M. Deyo, Mrs. E. M. Deyo, Albert Deyo, Miss Norah Daroux, Miss Nellie Daroux, Francis Franks, Miss S. F. Floyd, Miss L. Filmer, J. Filmer, Mrs. J. Filmer, Miss Bessie Gee, Miss Lillian Gee, Miss B. Gallagher, C. G. Heiser, Mrs. M. T. Harub, Miss I. M. Harub, Miss Ethel Haghighorst, Miss Jennie Hopwood, C. W. Norton, S. H. Adams, Mrs. J. Johnson, Master R. Johnson, Miss Anna Hopwood, Mrs. Frank Hough, Mrs. M. Howe, J. F. Hackfeld, M. H. Hawkins, H. G. Ilderton, Miss Edith G. Ives, Myford Irvine, James Irvine, James Irvine, Jr., E. J. Higgins, Mrs. Higgins, Master Ronald Higgins, S. A. Walker, V. Spencer, A. Carlson, Mrs. A. S. Otremba, Miss H. Otremba, Miss Frances Otremba, Miss M. Iverson, E. L. Brown, Mrs. Brown, Miss Ester Brown.

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Miss Kathryn Irvine, A. T. R. Jackson, W. C. Kerr, Miss Gladys Lytle, Miss Lillian Lewis, Mrs. G. H. Lamberston, Dr. H. J. Leimbach, Mrs. H. J. Leimbach, Miss Julia Levy, Miss Evelyn Morse, Z. K. Myers, J. T. Marshall, Miss Georgia Pursell, Miss Esther Rosewarne, Miss Blanche Rouleau, Lieut. W. H. Rucker, Mrs. W. H. Rucker, Fred Sackwitz, Miss Esie Shimm, E. J. Stone, T. C. Scherstein, E. Slusser, Miss L. O. Tomasi, J. C. Tapscott, B. S. Ulrich, A. H. Wilkins, Miss B. L. Weyman, Miss Myrie Ward, H. P. Wood, Mrs. H. P. Wood, Miss Irene Weis